

WATERFRONT NEWS

ARRIVALS OF JAPANESE TODAY ON TENYO MARU

The Tenyo Maru which arrived yesterday from San Francisco, left only a few passengers in Honolulu, and the remainder of the passengers will be taken away about twenty-five. The three hundred Japanese will be taken to the native land at 10 o'clock tomorrow, when the Tenyo sails for Japan.

Some of them are expected to go to work on sugar plantations, and have learned the work in Hawaii to help promote the industry. The Waseda baseball team is expected to arrive here tomorrow.

Her Husband.

Margaret Emerson McKim, formerly the wife of Dr. Smith Hollis of Baltimore, from whom she was divorced at Reno, is a passenger on the Tenyo. She is traveling with the baroness de Chaulmon, Mrs. McKim is going to her health, and upon her return to the States she will take up her residence in Reno. She stated in an interview that she purchased a home and that she likes the place.

Whilmina Has Big Crowd.

Whilmina company steamers are busy just now. The Nevada is just now at Honolulu where she is taking on 1000 tons of sugar and she will have 10,000 cases of canned goods from this port. She will leave for San Francisco from the latter port. Whilmina arrives at San Francisco on Wednesday. She will have 10,000 tons of sugar and some cases of canned goods.

White Water in Tropics.

TOWNSEND, Washington, D. C.—In a report made yesterday by the United States hydrographic office, it is stated that an in-credible phenomenon that marine in-vestigators are without precedent. The report is filed by Captain H. H. Allen, of the American barkentine ship, the "Hilsonian," which arrived at Honolulu yesterday. The "Hilsonian" is now at Honolulu and will sail for San Francisco on Wednesday. She will have 10,000 tons of sugar and some cases of canned goods.

Shipping Notes.

The regular steamers will leave for Honolulu this afternoon.

The Mauna Kea will sail for Honolulu at 10 o'clock this morning.

The Mauna Kea will arrive Friday with passengers, mail and freight from San Francisco.

The Falls of Clyde, which arrived yesterday from Gaviota with a cargo of oil, sailed for that port yesterday afternoon.

OFFICE OF THE UNITED STATES WEATHER BUREAU.

Honolulu, Monday, August 22, 1910.

WIND.

Direction.

Force.

Barometer.

Thermometer.

Humidity.

Clouds.

Visibility.

State of sky.

Time of day.

Direction of wind.

Force of wind.

Barometer.

Thermometer.

Humidity.

Clouds.

Visibility.

State of sky.

Time of day.

Direction of wind.

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MARINE REPORT.

By Merchants' Exchange.

Monday, August 22, 1910.

Hilo—Arrived, August 22, S. S. Enterprise, from San Francisco.
Honolulu—Sailed, August 20, schr. Muriel, for San Francisco.

NEXT MAILS.

Coast, Orient and Colonial.

Mails are due from the following points as follows:

San Francisco—Per Sierra, Aug. 26.
Yokohama—Per Siberia, Aug. 28.
Australia—Per Marama, Sept. 13.
Victoria—Per Zealandia, Sept. 16.

Mails will depart for the following points as follows:

San Francisco—Per Siberia, Aug. 28.
Yokohama—Per Tenyo Maru, today.
Vancouver—Per Zealandia, Aug. 16.
Sydney—Per Marama, Sept. 13.

PORT OF HONOLULU.

ARRIVED.

Monday, August 22.
T. K. K. S. S. Tenyo Maru, from San Francisco, 5 a. m.

DEPARTED.

Schr. Falls of Clyde, for Gaviota.
Str. Likiepke, for Maui ports, 5:15 p. m.
Str. Neean, for Kaula, 5 p. m.

SAIL TODAY.

T. K. K. S. S. Tenyo Maru, for Yokohama, 10 a. m.
Str. Mauna Kea, for Hilo, 10 a. m.
Str. Kinan, for Kaula, 5 p. m.
Str. Mikahala, for Molokai, 5 p. m.

PASSENGERS.

Arrived.

Per T. K. K. S. S. Tenyo Maru, from San Francisco, August 22.—For Honolulu (stopover): L. M. Sedgwick, Mr. and Mrs. Fred M. Schultz, F. P. Buchanan.

Yor Yokohama.—Miss M. Aisawa, E. Barnby, Chas. Benjamin, Mrs. Chas. Benjamin, A. F. Blum, Wm. E. Carlin, Mrs. Wm. E. Carlin, Baroness de Chaulmon, Mrs. L. Guggenbime, T. Hori, Mrs. Jas. F. Keeney, Perry H. Keeney, Mrs. E. McKim and maid, Miss E. S. Muller, Baron K. Oura, T. Sakai, Mrs. B. Schweitzer, Miss E. Sharpless, K. Takaku, F. M. Tegner, Geo. S. Tracy, Mrs. Geo. S. Tracy, H. W. Turner, Percival Von Kirschten.

For Kobe.—Rev. K. Ibuka, D. D.; Miss M. Nakagawa.

For Shanghai.—Mrs. A. H. Allen, A. Allison, Mrs. A. Allison, C. E. Bokay, Mrs. C. E. Bokay, Miss L. R. Brotherton, R. H. Chandler, Mrs. R. H. Chandler, Rev. F. G. Deis, Mrs. F. G. Deis, W. Roderick Dorsey, Chas. L. Freer, Miss Lillian C. Graeff, A. R. Hager, Mrs. B. Harvey, Miss Marie T. Hasenpflug, Tracy R. Kelley, Mrs. Tracy R. Kelley and infant, Rev. R. M. Mateer, Mrs. R. M. Mateer, Chas. C. Merwin, Mrs. Chas. C. Merwin, Dr. Caroline S. Merwin, Rev. J. A. Miller, Mrs. J. A. Miller, Master Jamie Miller, Master Zenos Miller, Master Ralph Miller, Master Porter Miller, Master Paul Miller, O. Moller and servant, Mrs. O. Moller, Rev. H. S. Myers, Mrs. H. S. Myers, H. Ollerdesen, Mrs. H. Ollerdesen, Miss M. Ollerdesen, Miss E. Ollerdesen, E. M. Suttiff, Mrs. E. M. Suttiff, S. D. Taekian, G. E. Tucker, Mrs. G. E. Tucker, Miss L. White.

For Hongkong.—Miss Grace E. Barneburg, Rev. A. J. Fisher, Mrs. A. J. Fisher, Master John Elliott Fisher, F. R. Fry, Mrs. F. R. Fry and maid, Miss Mabel Gilson, Mrs. F. Goldschmidt, L. Guggenbime, Rev. Wm. Harris, Mrs. Wm. Harris, Miss Christina Harris, Herbert P. Hare, H. R. Hosh, Miss Harriet Howell, Dr. Geo. H. Jenks, Dr. Clarence J. King, Mrs. A. W. Marshall, Master Ware Marshall, Glenn Miller, Mrs. Glenn Miller, H. J. Morton, Mrs. H. J. Morton, Mrs. H. M. Payne, Ray Peoples, Quan Doon, C. G. Sampson, Miss May Seerist, S. R. Stern, Mrs. S. R. Stern, Dr. Andrew Timberman, Mrs. J. S. Van Buren and maid, E. Vollbrecht and wife, J. S. Vosburg, Mrs. J. S. Vosburg.

Booked to Depart.

Per Tenyo Maru, for Yokohama, August 23.—Mr. and Mrs. T. Sumida and two daughters, K. Hiraoka, Y. Soga, S. Kojima, Mrs. Kojima and two children, W. Press, B. Meakin, Mr. and Mrs. L. Getz, T. Kamotsi, C. P. Bailey, M. Toye.

Per str. Mikahala, for Maui, Molokai and Lanai ports, August 23.—Misses Berger, Miss Buno, R. S. Hosmer.

Per str. Kinan, for Kaula ports, August 23.—P. A. Ramone, Mrs. Ramone, Mrs. H. Gehring, Miss Steward, D. Lyons, Mrs. Lyons, H. Schultze, Mrs. E. Menefee, C. P. Benton, Mrs. Benton.

Per str. Mauna Kea, for Hilo and way ports, August 23.—H. P. Baldwin, J. F. Woods, Maude Woods, J. Vincent, Mrs. Vincent, Miss J. Belton, E. P. Chapin, M. Harris, Miss Harris, Miss K. E. Burnham, Miss Gates, Mrs. Capt. Mosher, Mrs. Mosher, Lucy Wilcox, Mrs. J. S. Canario, Miss Allen, Miss Lawrence, Rev. D. W. K. White, Sarah White, Mrs. White, Mrs. W. Duker, F. McBrewer, R. H. Lillie, Docter Hitchcock, Edgar Wood, W. Felmy, Mrs. L. Marks, S. R. Hart, Jas. T. Taylor, E. S. Capellas.

Per str. Mauna Kea, for Kona and Kaula ports, August 24.—A. Poluna, J. S. Cockett, Mrs. Cockett, H. P. Judd, S. S. Toomey, Mrs. Toomey, Miss Case, Miss L. Meinecke, J. J. Fern, Mrs. Fern.

VESSELS IN PORT.

(Army and Navy.)
Thetis, U. S. S. R. C. Cochrane.
Kukui, U. S. S. L. H. T., Keriger.

(Merchant Vessels.)
Concord, Am. schr., Laysan Island, Aug. 5.

Fred J. Wood, Am. schr., Grays Harbor, Aug. 6.

Jean Baptiste, Fr. bkt., Leith, Aug. 1.

Holene, Am. schr., Aberdeen, Aug. 19.

Winkelman, Am. bkt., Aug. 14.

Tenyo Maru, Jap. schr., S. F., Aug. 22.

Transit, Am. schr., San Francisco, Aug. 2.

Flourance Ward, Am. schr., Midway Is., Aug. 11.

Danmark, Dan. bkt., Leith, Aug. 12.

Neveadan, Am. schr., San Francisco, Aug. 15.

ARREST IN HELGA WRECK DISPUTE

Big Wrangle Over Ownership of Coal—Manuel Silva Claims Good Faith in Salving.

Manuel L. Silva was arrested yesterday afternoon on a charge of stealing coal from the wrecked barkentine Helga off Waikiki. The warrant was sworn out by Captain Daniel Wall, commander and part owner of the Helga when she was sailing the seas, after he had consulted his lawyers, Kinney, Ballou, Prosser & Anderson. Wall hopes to realize considerable money on the cargo of the wrecked vessel.

Silva claims that he picked up some of the coal spilled out of the hull of the wrecked vessel only after he had been told by United States Marshal Hendry that the coal was the property of anybody who took it. He says that he is perfectly innocent of any wrongdoing; but Captain Wall asserts that Silva took the coal without the consent of the owner, and that it amounts to nothing less than larceny. Wall is prosecuting Silva in order to prove his title to the coal and to stop others from taking it.

Others persons—many of them—have been at work day and night salving the coal, and many of them were ignorant of any claim that Hinds, Rolph & Co., agents for the insurance underwriters, Captain Wall or the customs authorities had any claim whatever upon the wreck. Indications are that they will lose all their labor, unless Captain Wall pays them for their work.

The coal which they took is said to have been some distance from the hull of the Helga and much of it is now being washed shoreward. Captain Wall said last night that he hopes to save a good deal of the coal.

A conference of Captain Wall, Captain Frederick Miller of the Miller Salvage Company, Hinds, Rolph & Co., and their attorneys was held yesterday afternoon, and it was agreed that Wall should go ahead with salving the coal and that Miller should save as much of the vessel as he wanted. Wall and Miller are busy with several small boats removing the coal.

The customs authorities are not going to permit the coal to be brought ashore and used unless the regular duty is paid on it. In those circumstances a lot of poor Hawaiians are not between the devil and the deep sea, but between Captain Wall and the police court on one side and Collector Stackable's men on the other. They are without money with which to pay the duty. The law provides that duty must be collected on the cargo of wrecked vessels if such cargo is carried ashore in two years after the wreck occurs. It is supposed by the customs authorities that coal spilled here and there near shore is still cargo.

Mr. Stackable was asked yesterday afternoon whether there was any difference between coal picked up in the harbor by Japanese with dragnets and the scattered coal from the Helga. He said the coal picked up in the paths of the big steamers did not amount to enough to justify the collection of a revenue.

Captain Wall said last night that he would have been willing to pay for the salving of much of the coal piled up on the beach had those who picked it up expressed a willingness to give it up, which they did not do, according to the skipper's statement.

The outcome of Silva's case will depend upon the disposition of the prosecution or the jury which tries him. He may be guilty of wrongfully taking the coal, but he will probably find plenty of sympathizers who will think that he took the coal in good faith. If it is asserted in court that Captain Wall is prosecuting Silva in order to prove his right of ownership, the likelihood is that the judge or jury sitting in judgment will not believe beyond a reasonable doubt that he stole the coal. But, however, the entire story of the incident will not be told until the case is tried, and any prediction regarding the outcome of the trial is liable to be amiss.

RECEIPTS FROM SALE OF PUBLIC LANDS

The expenditures of the land office for the last fiscal year amounted to \$14,161.08, which was over \$5000 above the previous year. Receipts for the year were \$315,223, which is an increase of \$82,868.30 over the previous twelve months. From the sales proceeds \$40,462.25 was put into the sinking fund to pay for territorial bonds; \$23,140.23 for the purchase of land needed for public purposes, and \$82,731.10 set aside to construct homestead roads.

Since the land act of 1895 was passed and up to the time of the new Organic Act, there were disposed of 2230 homesteads. Of this total 1165 went by right of purchase, 591 by special homestead agreement, 355 homestead leases and 139 cash freehold.

The aggregate area of these homesteads was \$2,406,677 acres, which gave an average size of 49.09 acres. The aggregate sale price value of these homesteads was \$639,468.15.

By nationalities those who obtained these homesteads were: Hawaiians, 1924; Portuguese, 514; Americans, 450; others, 242.

MISSING ANTARCTIC SHIP SAFE

CAPE TOWN, August 15.—The ship Terra Nova, bearing the Antarctic expedition with which Capt. F. Scott hopes to reach the South Pole, was sighted today off Cape Point. The Terra Nova was about fourteen days behind her schedule time to reach Cape Town.

FIDELITY and SURETY BONDS

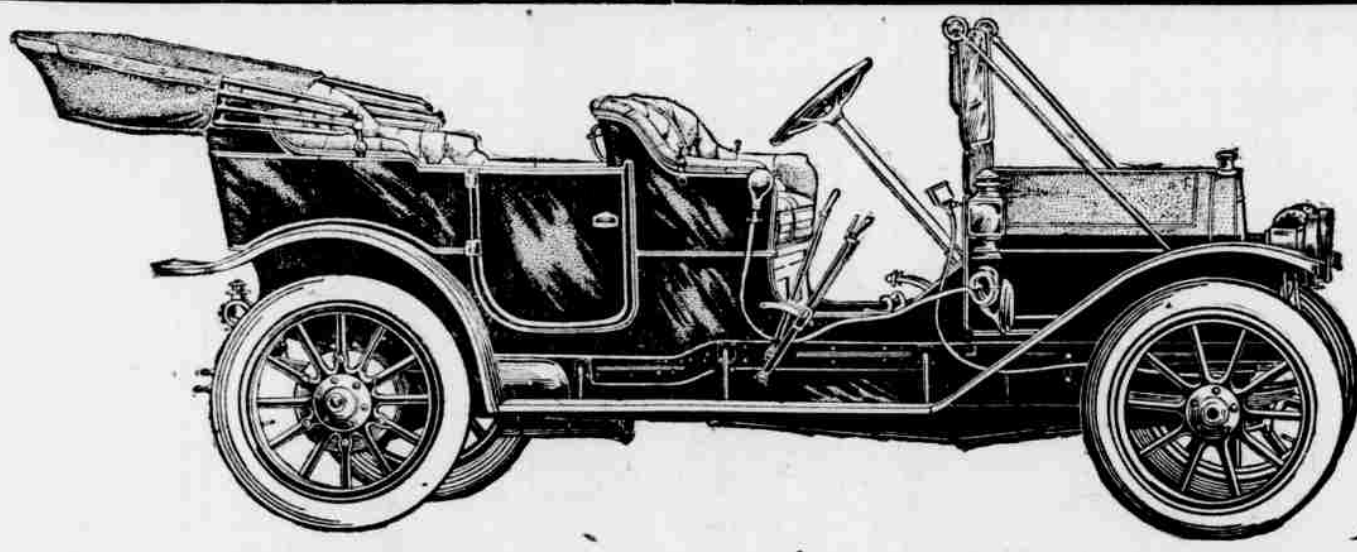
PERSONAL ACCIDENT POLICIES.

We have recently secured the agency of a strong surety company, and are now prepared to issue all kinds of fidelity and surety bonds on short notice; also judicial bonds and contractors' bonds.

The personal accident policy that we are issuing is a very liberal one, covering the members of the insured's family, as well as himself, in many cases. Let us show it to you.

Trent Trust Co., Ltd.

916-920 Fort Street.



Touring Car, demi-tonneau, or Runabout, Price \$1700 f. o. b. Detroit.

Important Improvements in 1911

Cadillac

"Thirty"

INCREASED POWER.

Cylinder bore increased from 4 1/4 inches to 4 1/2 inches. This, with more efficient carburetor, (Special Schebler) which is water-jacketed, effects a material increase in power. Piston stroke, 4 1/2 inches.

The four cylinders are cast singly, with copper jackets applied, retaining the exclusive Cadillac features throughout. Horsepower, A. L. A. M. rating, 32.4.

INCREASED COMFORT.

Wheelbase increased from 110 to 116 inches, making the car ride more easily than ever.

IMPROVED APPEARANCE.

Double drop frame, 2 1/2 inch drop, which makes car set lower, and this with the larger hood and more roomy tonneau greatly improves the appearance.

LARGE RADIATOR.

The radiator is larger, hence has greater cooling capacity. This is notwithstanding the fact that the Cadillac was never deficient in that respect.

TIMKEN AXLE.

Full floating type Timken roller bearing rear axle. This is the same axle as used on a number of America's highest priced cars.

LARGER BRAKE DRUMS.

Larger brake drums giving greatly increased efficiency. Contracting and expanding double acting brakes, both equalized.

TWO IGNITION SYSTEMS.

Two complete and independent ignition systems, each with its own set of spark plugs. The two ignition systems consist of Bosch high tension magneto and the new and improved Delco system with single unit coil, high tension distributor and controlling relay. Either system alone is efficient for operating the car.

ENCLOSED WIRING.

All electrical wiring enclosed in copper tubes.

COPPER MANIFOLDS.

Copper manifolds are used for water inlets and outlets in the circulating system.

LUBRICATION.

Automatic splash, Cadillac exclusive system.

TRANSMISSION.

Three speed selective type sliding gear.

DRIVE.

Direct shaft with two universal joints running in oil bath.

TIRES.

34 inch by 4 inch.

SPRINGS.

Semi-elliptic front, three-quarter platform rear.

REMOVABLE CLUTCH.

Clutch may be removed in a very few minutes without disturbing other members.

The von Hamm-Young Co., Ltd. - - - Sole Agents

CUSTOMS OFFICIALS SEIZE CURIOUS MEERSCHAUM PIPE

NEW YORK, August 12.—A meerschaum pipe of marvelous proportions has been added to Uncle Sam's assorted collection of customs seizures at the appraiser's stores here. It was seized by a vigilant watchman of a Brooklyn pier. He said in his report that he had detected a steamship employee attempting to take it ashore under his coat. The pipe is about six feet long, with a bowl a foot high. Experts declare that its value is about \$600. The steamship employee told the customs men that he paid \$3 for it.

SCOTCH SHIPBUILDERS WIN PANAMA CONTRACT

WASHINGTON, August 14.—American shipbuilders have found themselves unable to compete with the Scotch yards in building a steel ladder dredge for the Panama Canal, and President Taft has authorized the canal commission to buy the big machine abroad at a price more than fifty per cent less than the American bid.

UNDERGROUND WIRELESS.

BERLIN, August 13.—Two German scientists of Göttingen have just car-

William O. Smith Trust Department

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THE ANCHOR KING AND NUUANU CHARLIE LAMBERT Good Cold Beer And Other Things

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—NOW ON SALE— BERGSTROM MUSIC CO.

BREAD

All varieties of Fresh Bread and Plain Crackers manufactured daily at our Bakery, 1134 Nuuanu street.

Patrons and interested parties are cordially invited to call and witness the process of manufacture from the opening of the sacks of flour to the packing of the manufactured product in cases, tins and cartons.

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